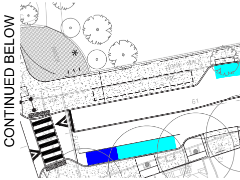

CONTINUED BELOW
61

LEGEND

▨ SIDEWALK

🟥 BUS LANE

▨ SEPARATED BICYCLE LANE

🟩 LANDSCAPING / BUFFER

▨ BUFFER MATERIAL
(UNDER REVIEW)

○ EXISTING TREE

○ PROPOSED TREE

⊗ TREE REMOVAL

✱ POTENTIAL PUBLIC
ART LOCATION

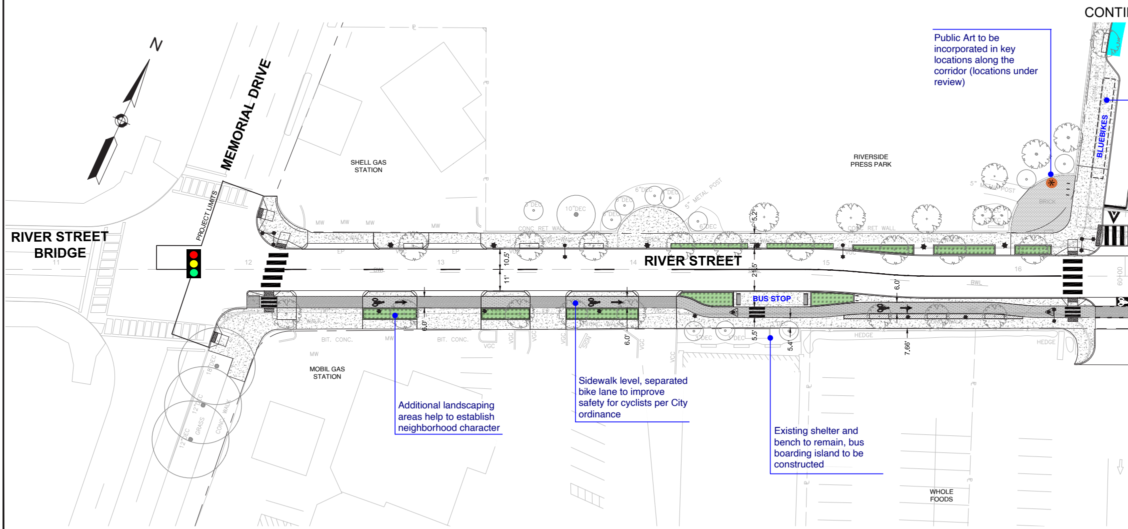
CURBSIDE REGULATION

🟪 LOADING

🟧 METERED PARKING

🟦 RESIDENT PARKING

🟦 ACCESSIBLE PARKING


CONTI
N
MEMORIAL DRIVE
RIVER STREET BRIDGE
PROJECT LIMITS
SHELL GAS STATION
MOBIL GAS STATION
RIVER STREET
BUS STOP
BLUEBIKES
RIVERSIDE PRESS PARK
WHOLE FOODS
HEDGE
10.5'
11'
6.0'
21.5'
5.2'
5.5'
5.4'
7.66'
12
13
14
15
16

Public Art to be incorporated in key locations along the corridor (locations under review)

Additional landscaping areas help to establish neighborhood character

Sidewalk level, separated bike lane to improve safety for cyclists per City ordinance

Existing shelter and bench to remain, bus boarding island to be constructed

HDR ENGINEERING, INC.
99 HIGH STREET, SUITE 2300
BOSTON, MASSACHUSETTS 02110–2378
(617) 357–7700

MCMAHON
TRANSPORTATION ENGINEERS & PLANNERS

PROJECT FOR PUBLIC SPACES

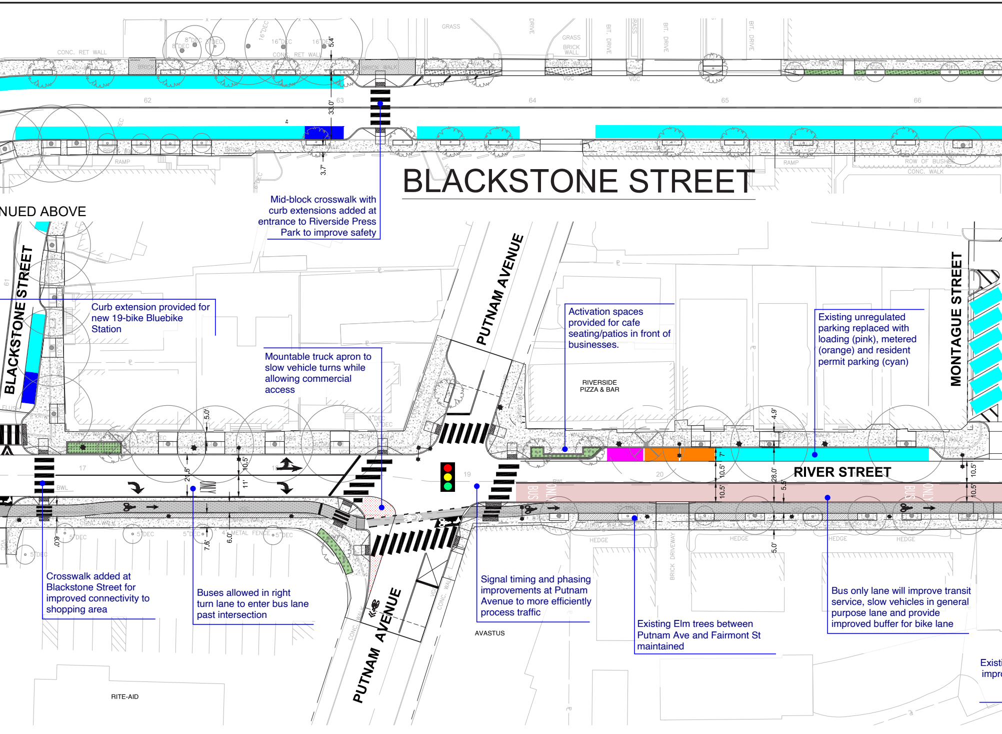
GEI Consultants

..\d0786398\bsi_engineering_logo_cropped.tiff

100 Hallet St
Boston, MA 02124

T: (617) 265 4200
F: (617) 209 1297
www.bsieng.com

0 20


BLACKSTONE STREET
BLACKSTONE STREET
PUTNAM AVENUE
PUTNAM AVENUE
MONTAGUE STREET
RIVER STREET
RIVERSIDE PIZZA & BAR
RITE-AID
AVASTUS
BUS ONLY
BUS ONLY
ONLY
62
63
64
65
66
17
19
20
33.0'
5.4'
3.7'
5.0'
21.5'
10.5'
11'
6.0'
7.6'
4.9'
7'
28.0'
5.5'
CONC. RET WALL
GRASS
BRICK WALL
BIT. DRIVE
DRIVE
RAMP
ROW OF BUSHES
CONC. WALK
METAL FENCE
HEDGE
BRICK DRIVEWAY
BWL
VGC

NUED ABOVE

Mid-block crosswalk with curb extensions added at entrance to Riverside Press Park to improve safety

Curb extension provided for new 19-bike Bluebike Station

Mountable truck apron to slow vehicle turns while allowing commercial access

Activation spaces provided for cafe seating/patios in front of businesses.

Existing unregulated parking replaced with loading (pink), metered (orange) and resident permit parking (cyan)

Crosswalk added at Blackstone Street for improved connectivity to shopping area

Buses allowed in right turn lane to enter bus lane past intersection

Signal timing and phasing improvements at Putnam Avenue to more efficiently process traffic

Existing Elm trees between Putnam Ave and Fairmont St maintained

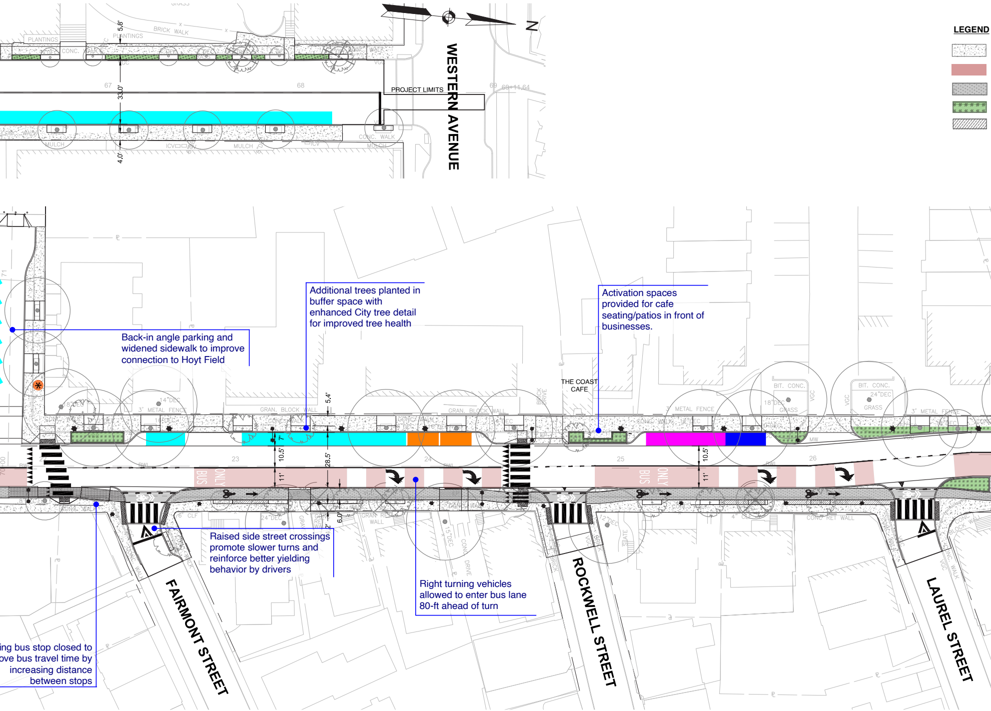
Bus only lane will improve transit service, slow vehicles in general purpose lane and provide improved buffer for bike lane

Existi
impr

PLAN

50 100

CALE: 1" = 20'


LEGEND
N
WESTERN AVENUE
PROJECT LIMITS
FAIRMONT STREET
ROCKWELL STREET
LAUREL STREET
THE COAST CAFE
BUS ONLY
BUS ONLY
BRICK WALK
PLANTINGS
CONC. WALK
MULCH
GRAN. BLOCK WALL
3' METAL FENCE
BIT. CONC.
GRASS
CONC. DRIVE
5.8'
33.0'
4.0'
5.4'
7'
10.5'
28.5'
11'
6.0'
10.5'
11'
67
68
69
23
24
25
26

Back-in angle parking and widened sidewalk to improve connection to Hoyt Field

Additional trees planted in buffer space with enhanced City tree detail for improved tree health

Activation spaces provided for cafe seating/patios in front of businesses.

Raised side street crossings promote slower turns and reinforce better yielding behavior by drivers

Right turning vehicles allowed to enter bus lane 80-ft ahead of turn

ing bus stop closed to
ove bus travel time by
increasing distance
between stops

SIDEWALK

BUS LANE

SEPARATED BICYCLE LANE

LANDSCAPING / BUFFER

BUFFER MATERIAL
(UNDER REVIEW)

○ EXISTING TREE

○ PROPOSED TREE

⊗ TREE REMOVAL

✱ POTENTIAL PUBLIC
ART LOCATION

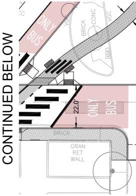
CURBSIDE REGULATION

■ LOADING

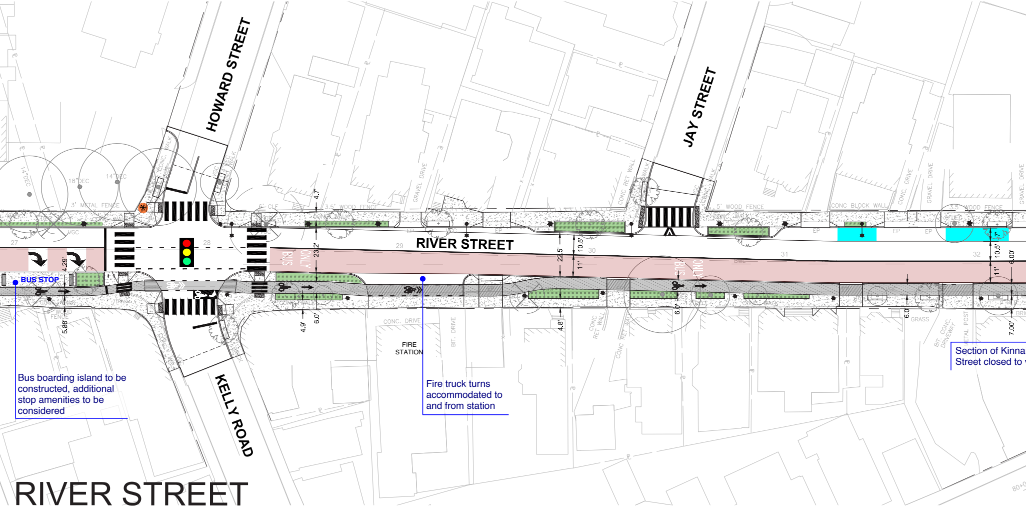
■ METERED PARKING

■ RESIDENT PARKING

■ ACCESSIBLE PARKING



CONTINUED BELOW
ONLY BUS
BRICK
CONC
VGC
22.0'
ONLY BUS
BRICK
GRAN RET WALL



HOWARD STREET
JAY STREET
RIVER STREET
KELLY ROAD
14"DEC
18"DEC
14"DEC
3' METAL FENCE
6' CLF
3.5' WOOD FENCE
5' WOOD FENCE
CONC BLOCK WALL
3.5' WOOD FENCE
GRAVEL DRIVE
CONC. DRIVE
GRAVEL DRIVE
CONC. RET WALL
27
28
29
30
31
32
BUS STOP
BUS ONLY
BUS ONLY
4.29'
5.88'
4.7'
23.2'
4.9'
6.0'
22.5'
10.5'
11'
4.8'
6.0'
6.0'
10.5'
11'
7'
6.00'
7.00'
FIRE STATION
CONC. DRIVE
BIT. DRIVE
GRASS
BIT. CONC. DRIVEWAY
WOOD FENCE
80+0

Bus boarding island to be constructed, additional stop amenities to be considered

Fire truck turns accommodated to and from station

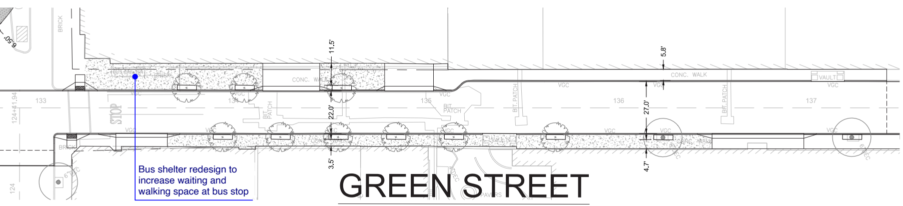
Section of Kinna Street closed to

RIVER STREET

PLAN

0 20 50 100

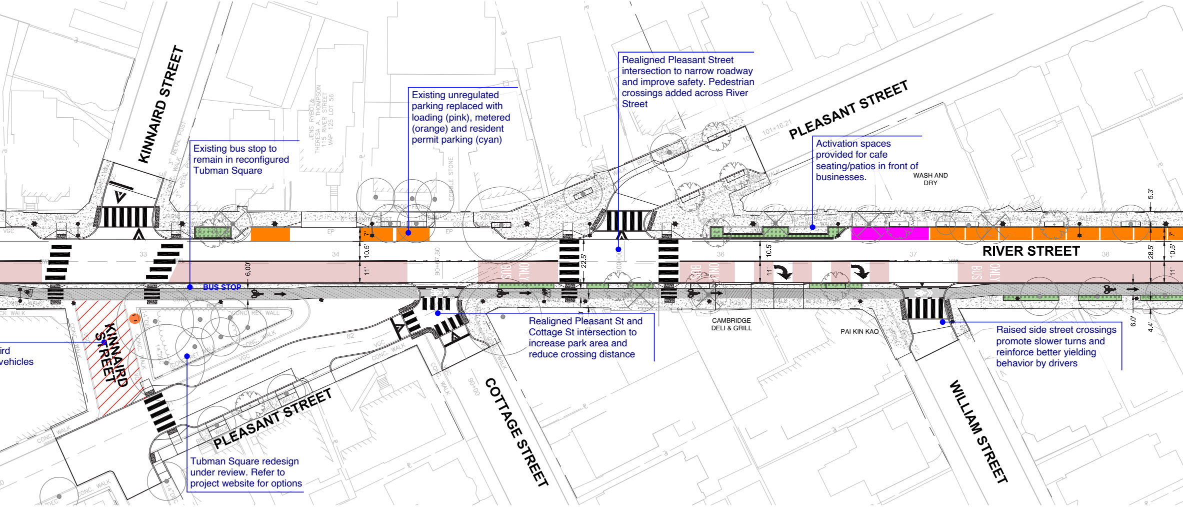
SCALE: 1" = 20'


GREEN STREET
11.5'
22.0'
3.5'
5.8'
27.0'
4.7'
CONC. WALK
BIT. PATCH
STOP
133
134
135
136
137
VAULT
VGC

Bus shelter redesign to increase waiting and walking space at bus stop

LEGEND

- ▨ SIDEWALK
- 🟥 BUS LANE
- ▨ SEPARATED BICYCLE LANE
- 🟩 LANDSCAPING / BUFFER
- ▨ BUFFER MATERIAL (UNDER REVIEW)


KINNAIRD STREET
PLEASANT STREET
RIVER STREET
COTTAGE STREET
WILLIAM STREET
KINNAIRD STREET
PLEASANT STREET
BUS STOP
BUS ONLY
BUS ONLY
BUS ONLY
WASH AND DRY
CAMBRIDGE DELI & GRILL
PAI KIN KAO
JENS RYBOT & THERESA A. THOMPSON 115 RIVER STREET MAP 125 LOT 56
10.5'
11'
6.00'
22.5'
10.5'
11'
5.3'
7'
28.5'
10.5'
11'
6.0'
4.4'
33
34
35
36
37
38
COBBLE STONE
CONC. WALK
CONC. RET. WALL

Existing bus stop to remain in reconfigured Tubman Square

Existing unregulated parking replaced with loading (pink), metered (orange) and resident permit parking (cyan)

Realigned Pleasant Street intersection to narrow roadway and improve safety. Pedestrian crossings added across River Street

Activation spaces provided for cafe seating/patios in front of businesses.

Realigned Pleasant St and Cottage St intersection to increase park area and reduce crossing distance

Raised side street crossings promote slower turns and reinforce better yielding behavior by drivers

ird
vehicles

Tubman Square redesign under review. Refer to project website for options

DRAFT

Featu

EXISTING TREE

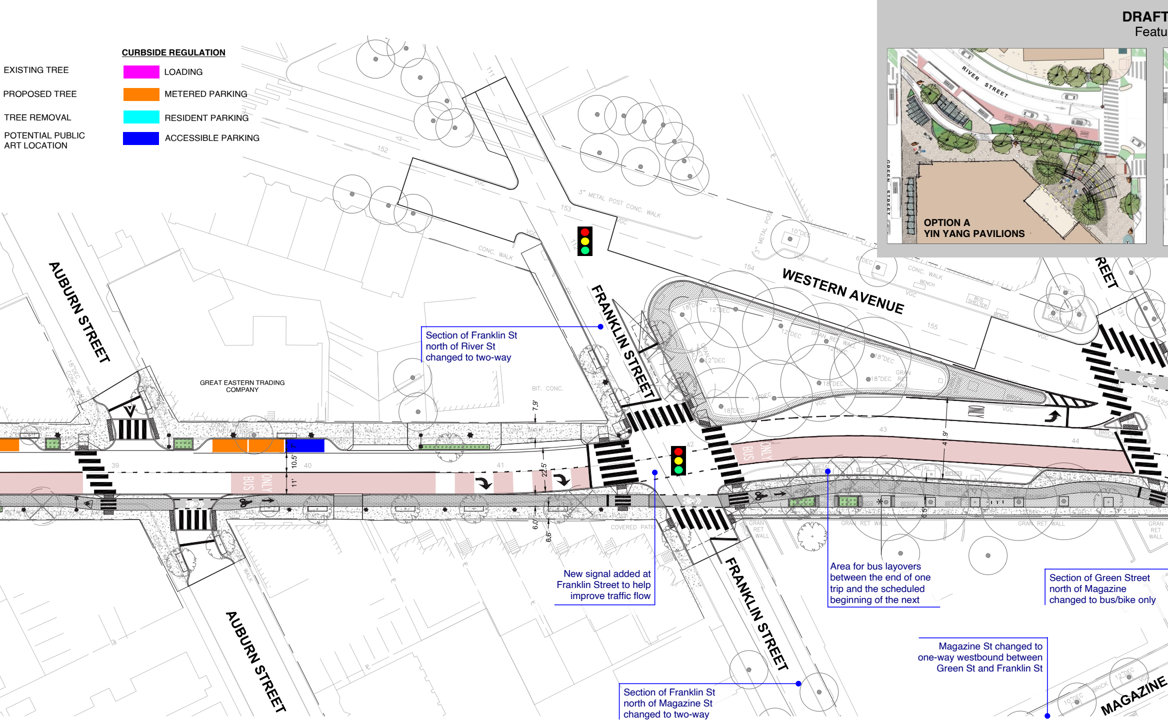
PROPOSED TREE

TREE REMOVAL

POTENTIAL PUBLIC ART LOCATION

CURBSIDE REGULATION

🟪	LOADING
🟧	METERED PARKING
🟦	RESIDENT PARKING
🟦	ACCESSIBLE PARKING


OPTION A
YIN YANG PAVILIONS
RIVER STREET
GREEN STREET
AUBURN STREET
AUBURN STREET
FRANKLIN STREET
FRANKLIN STREET
WESTERN AVENUE
MAGAZINE
GREAT EASTERN TRADING COMPANY
BUS ONLY
BUS ONLY
ONLY
3" METAL POST CONC. WALK
CONC. WALK
BIT. CONC.
COVERED PATIO
GRAN RET WALL
7.9'
10.5'
11'
22.5'
6.0'
6.6'
6.5'
4.9'
39
40
41
42
43
44
152
153
154
155
156+25

Section of Franklin St north of River St changed to two-way

New signal added at Franklin Street to help improve traffic flow

Area for bus layovers between the end of one trip and the scheduled beginning of the next

Section of Green Street north of Magazine changed to bus/bike only

Magazine St changed to one-way westbound between Green St and Franklin St

Section of Franklin St north of Magazine St changed to two-way

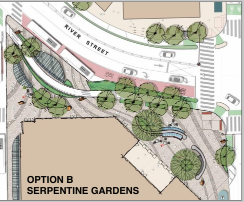
PLAN

0 20 50

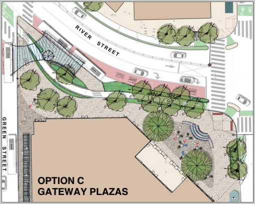
SCALE: 1" =

OPTIONS ONLY I SUBJECT TO CHANGE

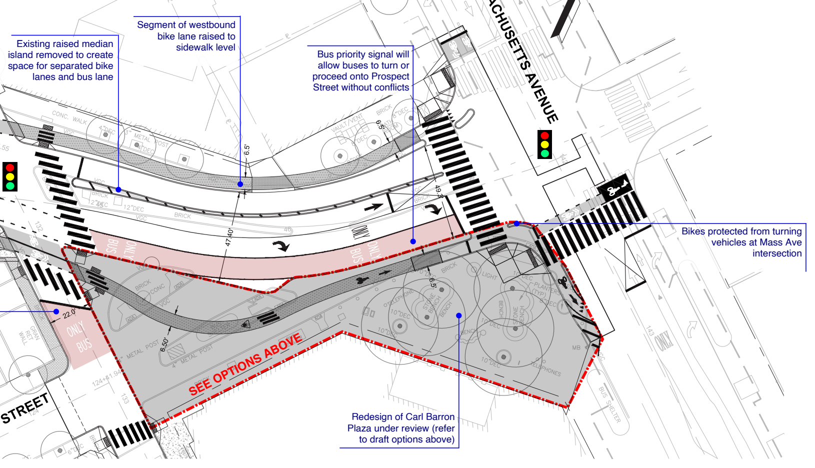
res may be mix and matched between options


RIVER STREET

OPTION B
SERPENTINE GARDENS


RIVER STREET
GREEN STREET

OPTION C
GATEWAY PLAZAS


N
CHUSETTS AVENUE
STREET
CONC. WALK
VGC
4"DEC
3" METAL POST
BRICK
12"DEC
VAULT/VENT
8"DEC
6.5'
47.40'
49.3'
ONLY BUS
BUS ONLY
22.0'
6.50'
METAL POST
4" METAL POST
LIGHT
PLANTERS (TYP)
STONE BENCH
BENCH
10"DEC
TELEPHONES
MB
BUS SHELTER
ONLY
GRAN RET WALL
124+41.94
132
133
SEE OPTIONS ABOVE

Existing raised median island removed to create space for separated bike lanes and bus lane

Segment of westbound bike lane raised to sidewalk level

Bus priority signal will allow buses to turn or proceed onto Prospect Street without conflicts

Bikes protected from turning vehicles at Mass Ave intersection

Redesign of Carl Barron Plaza under review (refer to draft options above)

100
20'

DRAFT River Street Reconstruction Conceptual Plan

August 2020